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AMENDMENTS TO THE CLAIMS:

Please amend the claims as follows. This listing of claims will replace all prior listings.

1. (Previously Presented) A vehicle suspension system comprising:
a frame;
a pair of laterally spaced apart control arms pivotally supported by said frame at first pivotal connections;
a knuckle connected to each of said control arms;
a lateral leaf spring interconnected between said knuckles; and
laterally spaced apart air springs, with one arranged between said frame and one of each of said control arms.
2. (Currently Amended) The system according to claim 1, wherein said control arms are upper control arms, and one of each of said air springs is arranged between said frame and one of each of said upper control ~~arms~~arm.
3. (Previously Presented) The system according to claim 2, wherein said upper control arms extend from said first pivotal connections to portions opposite said knuckles, said air springs arranged between said portions and said frame.
4. (Currently Amended) The system according to ~~claim 3~~claim 2, wherein said lateral leaf ~~air~~-spring includes opposing ends that support said knuckles at second pivotal connections.

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5. (Currently Amended) The system according to claim 1, wherein a pressurized air source is connected to said air springs providing a desired quantity of pressurized air to said air springs, and a controller connected to said pressurized air source determining said desired quantity.

6. (Previously Presented) The system according to claim 5, wherein said pressurized air source includes at least one valve actuated by said controller to provide said desired quantity.

7. (Currently Amended) The system according to claim 6, wherein said at least one valve is associated with one of each of said air springs with said at least one valve ~~valves~~ being independently actuatable in response to commands from said controller.

8. (Previously Presented) The system according to claim 4, wherein axes extend through said first and second pivotal connections, said knuckles rotatable about said axes.

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9. (Previously Presented) A vehicle suspension system comprising:
a pair of laterally spaced apart upper control arms pivotally supported at first pivotal connections;
a knuckle connected to each of said upper control arms;
a lateral leaf spring interconnected between lower portions of said knuckles; and
laterally spaced apart air springs, with one supported on one of each of said upper control arms and adapted to be supported on a frame that mounts the vehicle suspension system.
10. (Previously Presented) The system according to claim 9, wherein said upper control arms extend from said first pivotal connections to portions opposite said knuckles, said air springs supported on said portions.
11. (Currently Amended) The system according to claim 9, wherein said lateral leaf spring ~~includes~~include opposing ends that support said knuckles at second pivotal connections.
12. (Currently Amended) The system according to claim 9, wherein a pressurized air source is connected to said air springs providing a desired quantity of pressurized air to said air springs, and a controller connected to said pressurized air source determining said desired quantity.
13. (Currently Amended) The system according to claim 12, wherein said pressurized air source includes [] at least one valve actuated by said controller to provide said desired quantity.

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14. (Previously Presented) The system according to claim 13, wherein said at least one valve is associated with each of said air springs with said valves being independently actuatable in response to commands from said controller.

15. (Previously Presented) The system according to claim 11, wherein axes extend through said first and second pivotal connections, said knuckles rotatable about said axes.